

# The Hongkong Telegraph.

No. 27.

THURSDAY, FEBRUARY 23, 1882.

FIVE DOLLARS  
PER QUARTER.

## Insurances.

**LE CERCLE-TRANSPORTS.**  
SOCIÉTÉ ANONYME D'ASSURANCE  
MARITIME MARSEILLE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.  
CAPITAL PAID-UP.....3,750,000 Francs.

The Undersigned, having been appointed  
AGENTS of the above Company, are prepared to  
GRANT POLICIES on MARINE RISKS to all  
parts of the World.

ARNHOLD, KARBURG & Co.  
Hongkong, 15th June, 1881.

**YANGTSE INSURANCE  
ASSOCIATION.**

CAPITAL (Fully Paid-up).....Tls. 420,000.00  
PERMANENT RESERVE.....Tls. 230,000.00  
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and  
ACCUMULATIONS, 2nd  
April, 1881.....Tls. 938,936.17

DIRECTORS.  
F. B. FORBES, Esq., Chairman.  
M. W. HOYD, Esq.  
J. H. PINCKVOSS, Esq.  
F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.  
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.  
Messrs. BARING BROTHERS & Co.  
Bankers.

RICHARD BLACKWELL, Esq., Agent.  
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all  
parts of the World.

Subject to a charge of 12 per cent. for Interest  
on shareholders' Capital, all the PROFITS of the  
UNDERWRITING BUSINESS are annually dis-  
tributed among all Contributors of Business in  
proportion to the premium paid by them.

RUSSELL & Co.,  
Agents.

Hongkong, 23rd January, 1882.

## NOTICE.

**THE MAN ON INSURANCE COMPANY,  
LIMITED.**

(CAPITAL SUBSCRIBED.....\$1,000,000.)

The above Company is prepared to accept  
MARINE RISKS at CURRENT RATES on GOODS,  
&c. Policies granted to all Parts of the world  
payable at any of its Agencies.

WOO LIN YUEN,  
Secretary.

HEAD OFFICE,  
No. 2, QUEEN'S ROAD WEST.

Hongkong, 1st February, 1882.

## To be Let.

TO LET.

NO. 4, OLD BAILEY STREET.  
"KURRAHJAN," No. 10, ALBANY  
ROAD.

OFFICES IN No. 13, QUEEN'S ROAD  
CENTRAL.

Apply to  
DAVID SASSON, SONS & Co.  
Hongkong, 22nd February, 1882.

TO LET.

A LARGE GRANITE GODOWN, in "BLUE  
BUILDINGS," Praya East, with immediate  
possession.

Apply to  
J. M. GUEDES.  
33, WELLINGTON-STREET.

Hongkong, 19th January, 1882.

## For Sale.

**J. AND R. TENNENT'S ALE AND  
PORTER.**

DAVID CORNAR & SONS'  
MERCHANT NAVY  
NAVY BOILED  
LONG FLAX  
CROWN

ARNOLD KARBURG & Co.  
Hongkong, 15th June, 1881.

**E. C. A. SILVA AND CO.,  
QUEEN'S ROAD.**

HAVE JUST RECEIVED  
EX FRENCH MAIL STEAMER "DIEMNAH,"  
MALAGA FRESH GRAPES, GENTLEMEN'S ready-  
made OVERCOATS, Embroidered and Fine White  
LACE, DALL HANDKERCHIEFS, Ladies' and Gentle-  
men's FINEST WHITE LINEN HANDKERCHIEFS,  
White TRAINED SKIRTS for BALL DRESSER,  
White KID GLOVES, Embroidered and Fancy  
FANS.

Great Variety in ORIZA PERFUME, TOILET  
REQUISITES, comprising:—ORIZA NEW MOWN  
HAY, ORIZA OPOPONAX, BOTQUET, ORIZA  
WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS,  
ORIZA ESS, HELIOTROPE.

&c., &c., &c.  
ORIZA POWDER, ORIZA DENTIFRICE, ORIZA  
SOAP, ORIZA HAIR OIL.

&c., &c., &c.  
E. C. A. SILVA & Co.  
Hongkong, 23rd November, 1881.

**FONG, PHOTOGRAPHER,**  
HAS A LARGE COLLECTION OF VIEWS  
than any other in CHINA.

Miniatures Painted on Ivory from \$7.  
Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles  
of Portraits at equally moderate prices executed  
under the supervision and management of  
D. K. GRIFFITH,  
Studio 8, Queen's-road.

FOR SALE.

**AUSTRALIAN WINES, PORT & SHERRY,**  
of the finest quality, from Coolata Vine-  
yard, Braxton, Hunter River, N.S.W.

Apply to  
R. FRASER-SMITH,  
No. 6, Peddar's Hill.

## For Sale.

**H. FOURNIER & CO.**  
HAVE FOR SALE, JUST RECEIVED EX  
"PRIMO,"  
A SPLENDID ASSORTMENT OF  
FANCY GOODS.

FANCY PLAYING CARDS.

CRACKERS.

BONBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES  
(in Bottles and Tins).

SIRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDEAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAVIAR.

SARDINES in Lemon Juice.

SARDINES in Tomatas.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LYONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and  
2 lbs. Tins).

MACCARONI, (Assorted) Paste for  
Soups, Letters, stars, &c.

TAPIOCA.

FINE-GROUND MOCHA COFFEE.

C H E E S E.

GRUYERE.

ROQUEFORT.

DUTCH.

CALIFORNIA.

CREAM.

FRENCH TOBACCO AND  
CIGARETTES.

ASSORTED PERFUMERY  
FROM  
PINAUD and PIVERT OF PARIS.

A large quantity of  
FRENCH MINERAL WATERS  
in Pints of 100 bottles per Case.

CORK STOPPERS,  
for Soda and other Bottles.

C L A R E T S

In Bottles and Wood.

CHATEAU LAROSE.

CHATEAU LAFITTE.

CHATEAU MARGAUX.

ST. EMILION.

MEDOC.

W I N E S.

SAUTERNE.

PORTO.

SHERRY.

MARSALA.

B R A N D Y.

FRENCH COGNAC.

ABSINTHE.

L I Q U E U R S.

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts).

MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

BOKER'S BITTERS.

KIRSCHWASSER.

PEPPERMINT.

VERMOUTH (Nolly Prat).

VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1882.

## Intimations.

### KELLY & WALSH

ARE PREPARED TO RECEIVE SUBSCRIPTIONS FOR, AND TO SUPPLY  
FROM HOME DATES OF JANUARY 1ST,  
The following ENGLISH, AMERICAN, and CONTINENTAL PERIODICALS.—The Prices quoted are  
the rates of Subscription for 12 months, including postage, *via* Brindisi and Marseilles:—  
Scribner's Magazine.....\$ 6.00 Leslie's Illustrated Paper.....\$ 7.00 Engineer.....\$15.00  
Harper's Monthly.....\$ 6.00 Harper's Weekly.....\$ 7.00 Engineering.....\$15.00  
Popular Science Monthly.....\$ 7.00 Harper's Bazaar.....\$11.00 The Times (Weekly Ed.).....\$ 6.00  
Illustrated News (in-  
cluding Xmas and all  
extra Numbers).....\$12.00 The World.....\$11.00 New York Police Gazette.....\$ 7.00  
Punch.....\$ 7.00 Nautical Magazine.....\$ 7.00 Illus. Leipzig Zeitung.....\$14.00  
St. James Budget.....\$11.00 Weldon's Lady's Journal.....\$ 4.50 Die Medicinwelt.....\$ 5.00  
Whitehall Review.....\$11.00 Leisure Hour.....\$ 4.50 Les Modes Partiennes.....\$12.00  
The Mail, 3 times a week.....\$15.00 Cassell's Family Mag.....\$ 4.50 New York Illus. Times.....\$ 7.00  
The Safe delivery of all periodicals is guaranteed, duplicate Copies being sent free of charge in  
case of non receipt.

KELLY & WALSH are Sole Agents in Hongkong and the Coast Ports for "The London and China  
Express," the Subscription for which is \$15.00 per Annum. This paper contains special informa-  
tion upon all subjects connected with China, Japan and the Far East; and makes a feature of  
giving full Market Reports and Quotations of Export and Imports.

### ROSE & CO.,

31 AND 33, QUEEN'S ROAD CENTRAL.

GENERAL DRAPERY DEPARTMENT  
LONG CLOTHS AND FLANNELS.  
TABLES LINEN AND IRISH LINENS. GENERAL HOUSEHOLD LINENS,  
SHEETINGS, BLANKETS, &c., &c.

FANCY DRESS AND SILK DEPARTMENTS.  
PLAIN AND FANCY DRESS GOODS.

COLOURED AND BLACK SILKS.  
FANCY BROCADED SILKS (PARISIAN).

SILK VELVETS AND VELVETEENS.  
FASHIONABLE STRIPED SILK VELVETS.

FASHIONABLE EMBOSSED SILK VELVETS.  
FASHIONABLE EMBOSSED VELVETEENS.

FANCY LACE GOODS IN FISHES, COLLARETTES, AND SETS OF  
COLLARS AND CUFFS.

Ribbons, Flowers, Feathers, Real and Imitation Laces, Sunshades, Umbrellas, Corsets, Ladies'  
and Children's Boots and Shoes, Ladies' and Children's Under-clothing, Fancy Wool and Crewel  
Work, Fancy Goods. Chenille and Beaded Fringes, Spanish and Beaded Black Laces, Hosiery  
Gloves, &c., &c.

Also, GENTLEMEN'S  
Shirts, Collars, Scarves, Handkerchiefs, Half Hose, Undershirts, Drawers, Solitaires and studs,  
and an indescribable number of Miscellaneous Goods.

Address—  
ROSE AND COMPANY,  
31 AND 33, QUEEN'S ROAD.

### SAYLE & CO'S SHOWROOMS.

### SAYLE & CO.

BEG TO ANNOUNCE THAT THEY INTEND HAVING  
THEIR  
GREAT CLEARANCE SALE  
DURING  
THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, January 30th, 1882.

HONGKONG RACES—HONGKONG RACES.

### T. N. DRISCOLL,

TAILOR, HOSIER, HATTER, AND GENERAL OUTFITTER.  
No. 6, QUEEN'S ROAD CENTRAL.

By Special Appointment to H.E. the GOVERNOR of HONGKONG  
and to  
H.H. the GRAND DUKE ALEXIS of RUSSIA.

Is now showing, ex "GLENROY,"  
A SPLENDID ASSORTMENT OF BLACK AND BLUE FRENCH COATINGS.

A CHOICE LOT OF SUITINGS AND TROWSERINGS, in FRENCH,  
WEST OF ENGLAND, SCOTCH, CHEVIOT, and SAXONY TWEEDS.

WHITE CASSIMERES, for RACING BREECHES.

BEDFORD and WORSTED CORDS. LIGHT MELTONS, for OVERCOATS.

DRAB SHELL and BLACK SILK HATS. BLACK and DRAB FELT HATS.

RACING SCARVES, &c., &c., &c.

### ED. CHASTEL & CO.,

WINE MERCHANTS,  
MARINE HOUSE, 15, QUEEN'S ROAD.

HAVE for sale, ex recent arrivals, Light Breakfast CLARETS in Quarts and Pints. After Dinner  
CLARETS in Quarts and Pints.

CHATEAU LAFITE, MARGAUX, LAROSE, LÉOVILLE CLOS DE  
MAURIN, &c., &c.

DE ST. MARCEAUX & Co.'s CHAMPAGNE in Quarts, Pints and Half-Pints.

CLARET IN WOOD.

CHARTREUSE, CURACAO, MARASCHINO.

PRICE LIST ON APPLICATION.

WILLIAM SCHMIDT & CO.

GUNMAKERS AND AMUNITION  
DEALERS.

BEACONSFIELD ARCADE.

Arms, Ammunitions, and Requisites of  
every description.

Arms Repaired, Cleaned, or Converted at  
moderate charges.

Sporting Guns and Ammunition always  
on hand.

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS,  
ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and  
within easy distance of the principal landing  
places.

J. COOK, Proprietor.

C. L. THEVENIN

COMMISSION AGENT,  
WINE & SPIRIT MERCHANT.

CHAMPAGNE, BURGUNDIES, COG-  
NACS, SHERRIES, LIQUEURS,  
WHISKY, &c., &c.

FRENCH BOOTS AND SHOES,  
FOR LADIES AND GENTLEMEN.

HONGKONG HOTEL BUILDING.

## Intimations.

## Intimations.

**HONGKONG RACES, 1882.**

RULE 15.—ADMISSION to the GRAND STAND  
and ENCLOSURE for GENTLEMEN being Sub-  
scribers of \$10, or upwards, to the Fund, Free;  
for Non-Subscribers, \$5 for the Meeting. For  
Admission to the New Stand \$1 per diem.

RULE 16.—TICKETS of ADMISSION to the  
GRAND STAND and ENCLOSURE to be had on  
application to J. THURBURN, Esq., Hon. Treas-  
urer, and at the Gate on Race Days. No one  
admitted without a Ticket, to be shown to the  
Gate-keeper.

H. J. H. TRIPP,  
Clerk of Course.

Hongkong, 21st February, 1882.

## NOTICE.

TENDERS are INVITED for the PUR-  
CHASE of 142 HONGKONG HOTEL  
SHARES, the Property of the HONGKONG  
HOTEL COMPANY, LIMITED.

Applications to be sent to the Undersigned  
until ONE O'CLOCK P.M. on the 28th February,  
1882.

Offers under Par will not be entertained.

By Order of the Board of Directors,  
LOUIS HAUSCHILD,  
Secretary of the Hongkong Hotel  
Company, Limited.

Hongkong, 9th February, 1882.

**THE HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

THE THIRTEENTH ORDINARY ANNUAL MEET-  
ING of SHAREHOLDERS in the above Com-  
pany will be held at the Office of the Company,  
No. 7, Queen's Road, at Half-past THREE  
O'CLOCK, in the Afternoon of TUESDAY, the  
28th February instant, to receive a statement of  
Accounts at the 31st December, 1881, the Report  
of the General Managers, and to Elect a Consult-  
ing Committee and Auditors.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong Fire Insurance Co., Limited.

Hongkong, 9th February, 1882.

**THE HONGKONG FIRE INSURANCE  
COMPANY, LIMITED.**

NOTICE.

The TRANSFER BOOKS of the Company  
will be CLOSED from the 15th to the 28th day  
of February instant, both days included.

JARDINE, MATHESON & Co.,  
General Managers.

Hongkong Fire Insurance Co., Limited.

Hongkong, 9th February, 1882.

**HONGKONG AND WHAMPOA DOCK  
COMPANY, LIMITED.**

NOTICE TO SHAREHOLDERS.

The ORDINARY YEARLY MEETING of  
SHAREHOLDERS will be held in the Offices  
of the Company, No. 14, Praya Central, on  
WEDNESDAY, 1st March, 1882, at THREE P.M.,  
for the purpose of receiving the Report of the  
Directors and a Statement of Accounts to 31st  
December, 1881.

The TRANSFER BOOKS of the Company will be  
CLOSED from the 15th instant to the 1st prox.  
inclusive.

By Order of the Board of Directors,  
R. COOKE,  
Acting Secretary.

Hongkong, 13th February, 1882.

**J. M. G. U. E. D. S.**

HOUSE AND LAND BROKER,  
No. 33, WELLINGTON-STREET, HONGKONG.

Hongkong, 23rd January, 1882.

**HONGKONG TIMBER YARD,  
WANCHAI.**

OREGON PINE SPARS AND LUMBER

ALWAYS ON HAND.

L. MALLORY,  
Proprietor.

Hongkong, 24th June, 1881.

NOTICE OF REMOVAL.

R. FRASER-SMITH, PUBLIC  
ACCOUNTANT, ARBITRATOR, AND  
COMMISSION MERCHANT,

has THIS DAY Removed to No. 6, Peddar's Hill.

All kinds of COMMISSION BUSINESS executed  
on the most reasonable terms. Special Agents  
in London and Sydney.

Balance Sheets drawn out; Books balanced  
and audited, and every description of Account-  
ant's Work undertaken. Charges strictly moder-  
ate, and perfect accuracy guaranteed.

Office Hours: NINE till FOUR.

Hongkong, 2nd January, 1882.

## Shipping.

FOR PORTLAND, OREGON.

THE 3/3 L. I. American Bark

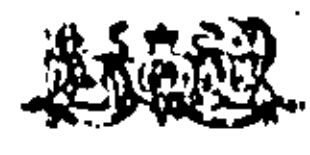
EDWIN REED,  
Gilmour, Master, will load here for the above  
Port, and will have quick despatch.

For Freight, apply to  
RUSSELL & Co.



## Intimations.

NOW IN THE PRESS AND SHORTLY TO BE PUBLISHED.



(BY AUTHORITY.)

THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST. A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882. PRICE TWO DOLLARS.

The above work will shortly be published at the office of this paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Penang, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *volume mecum*.

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a POPULAR PRICE, and can be ordered at this Office for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong.

THE HONGKONG DIRECTORY WILL CONTAIN THE TREATIES WITH CHINA, JAPAN, & SIAM. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN A DESCRIPTION OF ALL THE TREATY PORTS IN CHINA AND JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN TRADE STATISTICS FROM OFFICIAL SOURCES. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE CONDITIONS OF TRADE WITH CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL BE PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE PORT, CUSTOMS, CONSULAR, AND HARBOUR REGULATIONS OF THE TREATY PORTS OF CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN LISTS OF MILITARY OFFICERS serving in the China Command, which has been revised at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE NAMES OF THE NAVAL OFFICERS ON THE CHINA STATION. Including the most recent appointments and local changes, corrected at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY HAS BEEN LARGELY ORDERED IN ALL PORTS BETWEEN SINGAPORE AND NEWCHANG. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE LARGEST LIST OF FOREIGN RESIDENTS IN THE EAST. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS. OFFICE, 6, PEDDAR'S HILL.

## Intimations.

A. S. WATSON & CO.

WHOLESALE AND RETAIL DRUGGISTS, GENERAL CHEMISTS, AND

Manufacturers of the following AERATED WATERS, viz:

SODA, TONIC, SARSAPARILLA, AND POTASH, LEMONADE, GINGERADE, RASPBERRYADE, AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS REFITTED, PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY, HONGKONG.

SHANGHAI PHARMACY, SHANGHAI.

CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOSHOW.

## NOTICES TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only, and rejected communications can not be returned. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## The Hongkong Telegraph

HONGKONG, THURSDAY, FEBRUARY 23, 1882.

THE "Steamer" development which is rapidly taking place on the Coast of China is remarkable even in this age of progress, and there can be little doubt that the days of sailing vessels in this coast trade are numbered. Not only do we hear of large additions of improved descriptions of vessels to the existing fleets, but the last mail brings advices of an enterprise which seems to outbid any undertakings of the kind yet launched. We allude to the "Indo-China Steam Navigation Company, Limited"—the prospectus of which we have before us—with a capital of £1,200,000, and which evidently seems to aim at securing a large share of the local carrying trade in Chinese waters. The Company is based on the acquisition of the property of the "China Coast Steam Navigation Company," and that of the "Yang-tze Steamer Company." Of the latter Company but little is known beyond that it has been in existence but a short period and possesses three small steamers which have had to contend against considerable competition on the river Yang-tze. As regards the former Company its capital was Taels 500,000, or £125,000, and it owned a fleet of six steamers with a total Registered Tonnage of 6,071 Tons, and not 9,349 Tons as printed. This discrepancy is probably caused by Gross Tonnage being given instead of Register as printed in the Prospectus. This Company is apparently the backbone of the new undertaking, and it likewise has had to contend against, and still has for that matter, a formidable competition, which has been the general reason given, as far as we recollect, at the annual meetings as the excuse for the poorness of the dividends. In the company's Prospectus it is to be inferred that the valuation (£140,000) by the experts Messrs. TUCKER and BOLTON is the estimated value of the property in England, but with every respect to the above named gentlemen we may be permitted to doubt whether their long residence in the East qualifies them to give an estimate of the present English value of the vessels. If we mistake not, Mr. BOLTON is the superintendent of these steamers, and a valuator unconnected with the vessels would perhaps have been better, but doubtless in China, competent persons are not numerous.

The next point that occurs to us in the prospectus is the £15,000 allowance for delivering the steamers in China. We certainly fail to see why these vessels should be taken to England in imagination, and brought out again, at this outlay. It would have been far simpler, we think, to have given their valuation in China, which would have enabled those who are solicited to become shareholders an opportunity of verifying the figures given. To English shareholders the sterling equivalent doubtless appeals, though they would have difficulty in gauging the value of the property to be transferred, cost of bringing out the steamers, good will, &c., &c. We finally come to the sum of £50,000, or say \$265,000, paid for the good will of these two companies, together with that of a monthly service of chartered steamers between this and Calcutta.

We must admit we cannot see where this amount of good will comes in. On

every one of the lines on which these steamers are now employed they are subjected to a keen competition, and there is every indication of this competition increasing instead of decreasing, and with an improved class of vessel, and although we consider the promoters exercised a wise discretion in stating in such general terms the probable earnings, still common prudence seems to require that intending

shareholders should satisfy themselves that they are to get value for so large a payment as nearly 30 per cent. of the cost of the vessels which are taken over. We can understand a goodwill to exist in a service which is monopolised by a line of steamers, but in the present case we know of no patent right enjoyed by any one Company in the carrying trade on this coast from which it would be difficult for a rival undertaking to dislodge them. The routes specified in the Prospectus appear to be open to any comer; still, there may be some specialities worth £50,000 on an outlay of £170,000 which are obscure to us, and upon which the prospectus is also silent.

We may be singularly obtuse, but, taking all these circumstances into consideration, we think the Company will have great difficulties to surmount before it achieves success, even although it is supported with all the weight and influence of the well known firm who inspire it.

A TELEGRAM from New York, dated London, 21st inst., states that there is a semi-panic in the American city on account of mercantile failures in the wheat and cotton trade.

ACCORDING to the official *Messenger* of St. Petersburg, Reuter informs us, the policy of Russia will continue to be a pacific one. The utterances of Russian officials and the statements of Russian official organs are not quite at one.

WE are requested to state that the Chinese servants' hiring office, under European management, established at No. 22, Lyndhurst Terrace, has been closed, the amount of public support accorded to it not justifying its continuance.

INFORMATION has been received by the Agents, that the Messageries Maritimes steamer *Yangtze*, with the next outward French mail, left Saigon for this port to-day, at 3 a.m., and we are further informed by the Superintendent of the Telegraph Company that the steamer passed Cape St. James at 10 o'clock.

IT is announced in recent home papers that a mission of five Chiefs, two of whom are Princes, has arrived in Paris from the district in North-Western Africa between Senegambia and the Niger River. The country is called Fouta-Djallon, and they are the first of their race who have been introduced to modern civilisation.

ATTEMPTS are being made to induce the Government to liberate Mr. Parnell, and Mr. Dillon. Having resolved on presenting the freedom of the city to Messrs. Parnell and Dillon, the Dublin Corporation requested the Lord-Lieutenant to permit these gentlemen to attend at the Civic Chamber to receive the honour. The application has been refused.

SIR Wilfrid Lawson, speaking at a meeting of the West Cumberland Liberal Association, alluded to Ireland as one of the poorest and most disaffected countries in the world, and one which is dangerous to ourselves. The Tories had tried coercion; the Liberals reform; and the present Government both; and yet things did not look much better than they did before.

IN reference to the Closure in Parliament, Reuter telegraphs yesterday that Mr. Gladstone has proposed the Parliamentary Rules, but stated that he was willing to modify them so that when the minority was less than forty the majority must exceed a hundred. Sir Stafford Northcote opposed the Rules, and after a long and animated debate the House agreed to adjourn.

THE Peers of Scotland met on the 11th January, in Holyrood Palace to elect a representative Peer in the room of the late Lord Airlie. There was a large attendance both of Peers and of the public. Protests were presented against the Earl of Mar and Kellie voting as Earl of Mar, from the Marquises of Bute and Huntly; the Earls of Carruth, Crawford, Cassilis, Erroll, Galloway, Haddington, Kintore, Mansfield, and Morton; Viscounts Strathallan and Arbuthnot, and Lord Balmory. Lord Polwarth was elected by a large majority, 26 votes being recorded on his behalf as against five for Lord Lindsay and two for Lord Northesk.

At the sitting of the Court of Appeal at Lincoln's Inn, on Jan. 11, the Master of the Rolls referred to the death of Lord Justice Lush, and said he thought it right to express the great grief he and his brother judges felt at the death of an esteemed colleague—a regret that was equally shared by the profession and the public. The late Judge was a man of great energy, industry, and perseverance. He raised himself from the lowest to the highest position in the profession. His really devoted study of his profession, combined with an extraordinary power of memory, made him master of all the intricacies of the law. The Master of the Rolls then referred to the labours of the deceased in connection with the Judicature Act, and the efficient assistance he gave to the committee of judges when the rules were framed. Lord Justice Lush was a man of great benevolence, and as a judge was conscientious, painstaking, and disinterested—patient and distinguished alike in sound learning and sound sense. Mr. John Pearson, Q.C., on behalf of the Bar, expressed the sense of loss felt by the profession in the death of Lord Justice Lush.—*Ozrland Mail*.

It will be remembered that a disturbance took place at Marseilles a few months back on the return of some French troops from Tunis. When passing the Italian Club in the celebrated French port, several Italians hissed the soldiers and the result was a serious row which might have led to grave consequences. The Italians who caused the trouble have lately been tried at the Aix Assise Court and severely punished, one being sentenced to ten years, and others to various terms of imprisonment ranging from five years to six months.

On January 10th no fewer than seven of the advertisement columns of the *Times* were occupied by the list of sworn brokers engaged in business in the city of London. Amongst the names we note those of Lord Walter Campbell, younger son of the Duke of Argyll, the Hon. Alfred Petre, the Hon. Edward and Henry Bourke, Sir Maurice Duff-Gordon, the Hon. Kenelm Pleydell-Bouverie, the Hon. Richard Strutt, and Sir Hector Maclean Hay. It would seem that the business of a broker is quite an aristocratic one in London nowadays.

It would seem that the French have not yet satisfactorily solved the Tunisian difficulty. According to latest accounts from the North of Africa a very strong feeling exists amongst the natives against their volatile conquerors, which is gradually on the increase. The seriousness of the situation may be surmised by the announcement of Ali-bey-Khalifat, leader of the Arab insurgents in Tunis, who states that next spring no less than thirteen tribes will join him in fighting against the French, and that if Arabs abroad would only help them by furnishing rifles of modern pattern he might command a force of 170,000 men.

A STRANGE scene was enacted on Jan. 11, on board the *Duke of Wellington* flagship at Portsmouth. About 150 men were to be drafted to the *Tamar* for transfer to the *Euryalus* and other ships, and in the dinner hour these men, joined by some blue jackets of the flagship, began to sing and dance, conducting themselves in a most disorderly manner. They formed into a body on the upper deck, where they defied the efforts of the ship's police to restore quiet, and the commander failed to obtain obedience to his orders. The ship's corporals were directed to disperse the men, but the attitude of the crowd of seamen then became such that it would have been impossible for the corporals to cope with them. Finally all hands were directed to fall in on the upper deck, and six of the rioters were then singled out and placed under arrest. The disorder lasted half an hour.

IF the intelligence published in a Paris newspaper is to be trusted, the Papal question is in a more acute stage than had been supposed. It is asserted that Prince Bismark has explicitly told the Italian Government that he considers the independence of the Pope an international question, and proposes a congress to make the guarantee stronger and more effective. From the same source comes a statement that every preparation has been made for the departure of his Holiness from Rome, and that quarters have already been procured for at least his temporary sojourn in Malta. Reports from Rome state, on the contrary, that no Envoy from the German Government has recently presented himself at the Vatican. The arrival of one is said, however, to be shortly expected, as Prince Bismark is believed to require certain definite replies from the Pope before the opening of the Prussian Diet.

IN his "Random Notes" in the *Straits Times*, "M. A. T." says,—"Very little can be said, either in favour of the Kling boatmen who now monopolise the carrying of passengers from Johnston's Pier to the shipping. If possible, they are more extortionate than the syces, and, after dark, are anything but pleasant companions. But they do much as they please. 'Singapore is a free port,' and they make it so, and woe betide the belated shipper who needs their assistance to reach his vessel. These gentry, syces and boatmen, have too much of their own way. It is nobody's business to look after them. They pay for a license, and that suffices for the authorities, who seem to care little whether the license becomes one to rob and plunder, or to convey the passenger safely to his destination. But such seems the way of the world! Railway accidents are sure to occur until a director or two has been killed—and if the people complained of would but swindle a big official, or extort an illegal fare from one of the upper-supers of the Police, we might hope for that redress which now seems hopeless."

IT is understood, says the *L. & C. Express*, that the Cabinet have refused to recognise, as inconsistent with International law in general, and the Bulwer-Clayton Treaty in particular, the claims to exercise entire control over the proposed Canal through the Isthmus of Panama which have been put forward on behalf of the Government of the United States. Lord Granville will explain through Mr. Backwell West the grounds on which the decision of Ministers is based. The extraordinary circular in which Mr. Blaine proposed a Congress of the Central and South American Republics, to be held under the patronage of the United States, leaves out of account the interests of the vast territory comprised in the Empire of Brazil. The general opinion on the authority of the Monroe doctrine and on the exaggeration and perversion of it which formed the ground of Mr. Blaine's extravagant pretensions, is that the former is a declaration of policy by an American President, not a rule of international law, or a claim sanctioned by European Powers. The latter would have been disowned by President Monroe himself. These considerations, and the friendly relations which exist between our Government and that of the United States, should suffice to ensure that the political and commercial interests of this country in the undertaking shall be fully and fairly acknowledged. To say nothing of the certainty that most of the carrying trade through Canal would be English, the convenience of the new route to British Columbia could not for a moment be forgotten by the British Government.

## HONGKONG RACES, 1882.

FIRST DAY, THURSDAY, 23RD FEBRUARY.

Stewards—H.E. Sir John Pope Hennessy, K.C.M.G.; H.E. Lieut.-General Donovan; Commodore Cumming, R.N.; Lieut.-Colonel Geddes, Royal Inniskilling Fusiliers; Hon. P. Ryrie; Hon. F. Bulkeley Johnson; A. Coxon, Esq.; H. Hoppius, Esq.; H. De Courcy Forbes, Esq.; T. Jackson, Esq.; F. D. Sassoon; W. H. F. Darby, Esq.; Judge, E. Sheppard, Esq.; Starter, A. Coxon, Esq.; Clerks of the Scales, H. Hoppius, Esq., and W. H. F. Darby, Esq.; Honorary Treasurer, J. Thurburn, Esq.; Clerk of the Course, H. J. H. Tripp, Esq.

To-day the ordinary business of commercial Hongkong has been almost entirely suspended, the share market quite deserted, and "bulls and bears" altogether supplanted by race-ponies. The one sporting event of the year, the annual carnival of all classes of that heterogeneous mass of human beings which constitutes our community, has again come round, and for the next three days the Colony will be in a state of high excitement, thoroughly infected with race-fever. Wherever is heard the drum beat of that empire on whose dominions "the sun never sets," racing, the noblest and oldest established of our national sports, flourishes apace, and nowhere is it more generally popular than in the Far East. Hongkong has almost from time immemorial been a great racing centre, and the pretty little course at Wong-nei-chong has witnessed many exciting struggles between crack racers in the golden era, when the rivalry between the two great houses of Jardine and Dent became so great as to induce Mr. Robert Jardine to pay the late Mr. Jas. Merry a fancy price for the good horse Buckstone, second to the Marquis in the St. Leger, and winner of the Ascot Cup after a dead heat with Tim Whiffler, for the express purpose of asserting the supremacy of the "dark blue, silver braid." The hardy son of Knowsley lived to reach his destination, but no Hongkong Cup was fated to be added to his Ascot trophy, as he never recovered from the effects of his long sea voyage, and died shortly after his arrival here. Other good horses, notably Sir William, Exeter, and North Australian, were popular favorites in Wong-nei-chong "in the brave days of old"; but the game of horse racing gradually became too expensive for our modern sportsmen and the greatly altered character of the times, and China ponies soon usurped the places formerly held by English and Australian racers. The attempt to re-introduce horse racing into Hongkong in 1877, by importing about a score of Australian hacks on the subscription principle proved a great failure, and since then the whole of our racers have been drawn from Mongolia, and there can be no doubt that the China ponies are far more suitable for our racetracks, and afford a much superior class of sport than was possible in the days of limited fields of thoroughbred racers.

The most important features during the training season just ended merit passing notice. The season has, owing to the early arrival of the contingent of subscription griffins, been more protracted than usual. By the unremitting exertions of Mr. H. J. H. Tripp, who succeeded Lieut. Friend, R.E., as Clerk of the Course, aided by frequent rains, the training track has been kept in far better order than has been the case in previous years. The racecourse has also received a large share of the C. C.'s attention, but although it affords fairly good going it was neglected too long to be quite in first class galloping condition. After the improvements contemplated by Mr. Tripp have been carried into effect during the ensuing summer, we shall expect to find the course far sounder and better going next year than has ever previously been the case.

The subscription griffin movement, which led to no less than 38 ponies being sent down from the North, has no doubt greatly increased the local interest in racing. These animals are not of very high class, but in the races specially allotted to them, good sport was insured from the first, and after all that is the principal requirement. Next season it is intended to select our subscription ponies on a different principle, which will doubtless prove more satisfactory to the general body of subscribers than the old plan.

During the training season very few incidents of special interest have to be chronicled. Casualties to the ponies have been very much less numerous than in previous years. There must, of course, always be a number of ponies which fail to stand a racing preparation, no matter under what favorable circumstances nor on what scientific principles the training may be conducted. Hongkong race-course bears a very bad reputation in the North for frequently causing lameness to ponies trained over it, and no doubt there is some foundation for this belief; but it should be remembered that in very many instances the weak spot is in the racer, and not in the race-course. There is no reason whatever why thoroughly sound ponies should not stand a course of training just as safely in Hongkong, as in Shanghai, or any other port in China. Mr. Henry has been unlucky with his promising griffin Frasuelo (late Gaslight) and the fast pony Too-too; Mr. Paul has Financier and Rose on the sick list; Mr. Gordon's second Cornet is completely "screwed up," and Wild Race and Wild Eddy of Mr. Kerfoot's lot have been under suspicion for some time; but in only one or two of these cases can the race-course be held in any way responsible for the unfortunate results. A few of the subscription griffins were lame when they arrived, and several others succumbed to the exigencies of training, but that might have been anticipated, and could excite no surprise.

A race-day in Hongkong has been described so frequently, and one anniversary is such an exact counterpart of the other, that any elaborate description of the various scenes associated with our annual carnival would be out of place. From an early hour this morning the exodus of pleasure-seekers from west to east commenced, and continued until long after the saddling bell had rung for the first race. The Queen's Road was as usual admirably kept by the police, their task

this year being more difficult than usual, the Praya not being available for carriage traffic owing to the recent fire, and the jinniksha nuisance of course caused a deal of trouble. Long before one o'clock the centre of the course was crowded with thousands of spectators, and from the two miles starting post at the top of the straight, to the gate at Bowington, the rails were lined with human beings. From the seven furlongs post to the gate there is only one line of rails, and as the turn past the judge's box is a very sharp one, it is a somewhat hazardous job for a rider to hug the rails closely, with people hanging half over, and displaying umbrellas of every conceivable shape and hue. By next season the double rails should be extended right away to the five furlongs post. The long array of stands and booths were crowded with thousands of pleasure-seekers, and the Grand stand, private stands, and paddock were also largely patronised. An unusually large number of ladies graced the proceedings by their presence, the gay dresses giving the old Stand quite a brilliant appearance. The course was well kept by a detachment of The Buffs, and the Band of the Royal Inniskilling, under the direction of Mr. E. Wallace, played the following programme during the intervals between the races—

March (Slow) "Military" ..... E. Wallace.  
Overture "The Blue Bird" ..... J. Wallace.  
Waltz "The Blue Bird" ..... J. Wallace.  
Selection "The Blue Bird" ..... J. Wallace.  
Polka "The Blue Bird" ..... J. Wallace.  
Gallop "The Blue Bird" ..... J. Wallace.  
The sun was shining radiantly when the saddling bell was rung for the first race, proceedings commencing as usual with the old fashioned Wong-nei-chong stakes. Half a dozen competitors faced the starter for the popular half mile spin, First Cornet being made a warm favorite, and after a fine race with Iroquois the Criterious winner just won on the post, with Second Violin a good third. A good field contested the Ashley Cup, which fell to strathpeffer, thanks to Mr. Hutchings' jockeyship, after a splendid finish with shamrock. East Wind greatly disappointed his supporters by the very poor show he made in this race. The Derby resulted in a great surprise, both Huntsman and Hurricane, finishing in front of the favorite Hualachan, the bearer of the "blue and silver" winning a fine race by a short head. First Cornet scored his second victory in the Inniskilling Cup, carrying his robes. penalty like a thorough race horse, and then the "good thing" shell, came off in the Valley, Mr. Grammont's mysterious one winning with great ease from White Cloud and Scotch Mist. Tajmahal had an easy task in the Foochow Cup, having only Driving Cloud to beat, but the time—4.30—was really excellent, and the best ever recorded for the distance in Hongkong. Gaing Forward lost his maidenhood in the Canton Cup after a good race with Bohemian, and an excellent day's racing was brought to a conclusion by the clever victory of Airlie in the Victoria Plate. Mr. Gordon's was the most successful stable, four races being placed to the credit of the "primrose and blue." Mr. Grammont accounting for two, and Mr. Paul and Mr. St. Andrew one each. Details are appended—

THE WONG-NEI-CHONG STAKES, for China, Manila and Japan Ponies, weight for inches; entrance \$5; with \$75 added. Half a Mile.

Mr. F. S. Gordon's dun First Cornet (Mr. E. Wallace) ..... 1  
Mr. St. Andrew's grey Iroquois (Mr. Allen) ..... 2  
Mr. F. S. Gordon's second Violin (Mr. Essex) ..... 3  
Mr. Paul's b. Sunlight (Mr. Reynell) ..... 0  
Mr. Mout's ch. Redstart (Mr. Hutchings) ..... 0  
Mr. Grammont's ch. Detonator (Major Hamilton) ..... 0

Mr. Gordon declared to win with First Cornet. Betting 2 to 1 on First Cornet. After several false starts, in one of which Iroquois broke away and galloped a quarter of a mile before being pulled up, the lot were despatched on fairly even terms, although Iroquois being in his stride had some advantage.

On descending the hill from the Black Rock Mr. St. Andrew's pony led by three lengths from Sunlight, with First Cornet and Redstart next, and second Violin and Detonator several lengths behind. No material change occurred until entering the straight, where Iroquois's lead was slightly decreased, First Cornet at the same moment parting company with Sunlight, while both second Violin and Redstart assumed prominent positions. Half way down Iroquois still led and looked all over a winner, but once inside the distance the big dun came with a rattle, and catching the leader at every stride got his head in front two strides from the chair and won by that distance, second Violin coming with a tremendous rush, being beaten half a length from the second, with Redstart fourth; Sunlight fifth, and Detonator beaten off Time, 60 seconds.

THE ASHLEY CUP, value \$150, presented by F. D. Sassoon, Esq.; for China, Manila, and Japan Ponies; entrance \$5; weight for inches, One Mile.

Mr. Grammont's grey strathpeffer (Mr. Hutchings) ..... 1  
Mr. Paul's br. shamrock (Mr. Reynell) ..... 2  
Mr. Henry's grey Rosella (Mr. Ogley) ..... 3  
Mr. F. S. Gordon's br. East Wind (Mr. Brandy) ..... 0  
Mr. Paul's b. Gold Bar (Mr. Nichols) ..... 0  
Mr. F. S. Gordon's dun Dauntless (Captain "Lindsey") ..... 0  
Mr. F. S. Gordon's bl. Lord of the Isles (Mr. Essex) ..... 0

Mr. Paul declared to win with Gold Bar, and Mr. Gordon with East Wind.

At the second attempt a good start was effected, Dauntless on the extreme outside cutting out the running, closely pursued by East Wind, Mr. Paul's pair, and Rosella, with strathpeffer next, and Lord of the Isles, lengths away, last. On making the turn out of the straight the leader ran wide and lost his place, shamrock, East Wind, and Gold Bar carrying on the running, with strathpeffer and Rosella close handy, Lord of the Isles next, and Dauntless last. No other change occurred until passing the half-mile post, where Mr. Grammont's pony was sent to the front, with Gold Bar beaten, and East Wind cutting in the race appeared reduced to a match between old "Peffer" and shamrock. When fairly in the line for home, Lord of the Isles suddenly came with a great rush next the rails, Rosella at the same time challenging vigorously on the extreme outside, and a grand race ensued all the way







## Commercial.

## SHARES.

Hongkong and Shanghai Bank—112 per cent. premium, sellers.  
 Union Insurance Society of Canton—\$1,600 per share, buyers.  
 China Traders' Insurance Company—\$1,600 per share.  
 North China Insurance—Tls. 1,175 per share.  
 Yangtze Insurance Association—Tls. 885 per share.  
 Chinese Insurance Company—\$280 per share, sellers.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$970 per share, buyers.  
 China Fire Insurance Company—\$297 per share, sellers.  
 Hongkong and Whampoa Dock Company—50 per cent. premium, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$24 premium, sales.  
 China Coast Steam Navigation Company—Tls. 162 per share.  
 Hongkong Gas Company—\$85 per share.  
 Hongkong Hotel Company—\$102 per share.  
 China Sugar Refining Company, Limited—\$170 per share, sellers.  
 China Sugar Refining Company (Debtors)—3 per cent. premium.  
 Hongkong Ice Company—\$130 per share.  
 Hongkong and China Bakery Company, Limited—\$521 per share.  
 Chinese Imperial Loan of 1878—11 per cent. prem. ex. int.  
 Chinese Imperial Loan of 1881—3 per cent. prem.

## EXCHANGE.

ON LONDON—  
 Bank Bills, at demand ..... 3/8  
 Bank Bills, at 30 days' sight ..... 3/8  
 Bank Bills, at 4 months' sight ..... 3/8  
 Credits, at 4 months' sight ..... 3/8  
 Documentary Bills, at 4 months' sight ..... 3/8  
 ON PARIS—  
 Bank Bills, at demand ..... 4.68  
 Credits, at 4 months' sight ..... 4.80  
 On Bombay—Bank, 3 days sight ..... 2.20  
 On Calcutta—Bank, 3 days sight ..... 2.20  
 On Shanghai—  
 Bank, sight ..... 721  
 Private, 30 days' sight ..... 721

## OPIUM MARKET.—THIS DAY.

NEW MALWA ..... per picul, \$660  
 (Allowance, Tals. 45)  
 OLD MALWA ..... per picul, \$705  
 (Allowance, Tals. 45)  
 PATNA (without choice) ..... per chest, \$600  
 PATNA (first choice) ..... per chest, \$605  
 PATNA (second choice) ..... per chest, \$595  
 PATNA (bottom) ..... per chest, \$610  
 BENARES (without choice) per chest, \$597  
 BENARES (bottom) ..... per chest, \$600  
 PERSIAN ..... per picul, \$500

## HONGKONG TEMPERATURE.

(From Messrs. FAIRBANKS & Co.'s Register.)  
 This Day.  
 Barometer—9 A.M. 30.08  
 Barometer—1 P.M. 30.06  
 Thermometer—9 A.M. 75.0  
 Thermometer—1 P.M. 76.0  
 Thermometer—5 P.M. 76.0  
 Thermometer—9 P.M. 75.0  
 Thermometer—1 P.M. (Wet bulb) 65.0  
 Thermometer—5 P.M. (Wet bulb) 65.0  
 Thermometer—9 P.M. (Wet bulb) 65.0  
 Thermometer—Minimum (over night) 65.0

## CHINA COAST METEOROLOGICAL REGISTER.

| THIS DAY'S TELEGRAMS. |               |               |               |               |               |               |               |               |               |
|-----------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| BAROMETER.            | HONGKONG.     | AMOI.         | SHANGHAI.     | NAGASAKI.     | YOKOHAMA.     | MANILA.       | CELEBES.      | MACAO.        | ATLANTA.      |
| Thermometer.          | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Force.                | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Direction of Wind.    | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Force.                | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Dry Thermometer.      | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Wet Thermometer.      | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Weather.              | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Hour's Rain.          | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |
| Quantity fallen.      | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. | Day at 9 A.M. |

## MAILS EXPECTED.

THE AMERICAN MAIL.  
 The O. & S. steamer *Belgic*, with the next American mail, will leave Yokohama to-morrow, and arrive in Hongkong about the 27th instant.  
 THE INDIAN MAIL.  
 The direct steamers, with the next Indian mail, left Calcutta on the morning of the 18th instant, and may be expected to arrive here on or about the 7th March.

## STEAMERS EXPECTED.

The German steamer *Hesperia* left Singapore on the 18th instant, and may be expected to arrive here on or about the 26th.  
 The Union Line steamer *Canopus* left Singapore on the 21st instant, and may be expected to arrive here on or about the 28th.  
 The steamer *Martha*, from Sydney, &c., left Port Darwin, for Hongkong, on Sunday, the 19th instant, and is due here on or about the 2nd March.  
 The steamer *Ocean*, from Sydney, via Fremantle, W.A., arrived at Sourabaya, en route for Hongkong, on Sunday, the 19th instant.  
 The steamer *Nelson* left Sydney on the 6th February, and is due here on or about the 1st March.  
 The E. & A. S. Co.'s steamer *Memuir* left Cooktown on the 13th instant, and is due here on or about the 3rd March.  
 The E. & A. S. Co.'s steamer *Tannadice* left Sydney on the 18th instant, and is due here on or about the 12th March.

## Shipping.

## ARRIVALS.

Feb. 22, CHATTANOOGA, American bark, 527, Ashton, Newcastle 21st December, Coal—D. Laprak & Co.  
 Feb. 21, GRACE DEERING, American bark, 734, C. Salvage, Newcastle 24th December, Coal—Adamsen, Bell & Co.  
 Feb. 21, CRESCENT, American bark, 613, W. B. Ruland, Newcastle 31st December, Coal—Russell & Co.  
 Feb. 23, MARIE, German bark, 428, C. A. Hundewaldt, Quinhon 12th February, Salt—Wiel & Co.  
 Feb. 23, HOIHOW, British steamer, 895, J. Shaw, Canton 22nd February, General—Butterfield & Swire.  
 Feb. 23, CHINKIANG, British steamer, 799, Orr, Canton 22nd February, General—Siemssen & Co.  
 Feb. 23, PAULINE, German bark, 1,098, H. Chulken, Cardiff and October, Coal—Melchers & Co.  
 Feb. 23, HAIKONG, British steamer, 277, F. Ashton, Tamsui 18th February, Taiwanfoo 20th, Amoy 21st, and Swatow 22nd, Oranges—D. Laprak & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Yangtze, British steamer, for Shanghai.  
 China, German steamer, for Swatow.  
 Lido, British steamer, for Swatow.

## DEPARTURES.

Feb. 23, CHINA, German steamer, for Shanghai.  
 Feb. 23, STENTOR, British steamer, for Amoy.  
 Feb. 23, LIDO, British steamer, for Swatow and Bangkok.

Feb. 23, GREYHOUND, British steamer, for Hoihow, &c.  
 Feb. 23, KANG-CHI, Chinese steamer, for Hoihow, &c.

## PASSENGERS—ARRIVED.

Per *Hailong*, str., from Tamsui, &c.—Mr. G. Cass, and 24 Chinese.

## DEPARTED.

Per *Stentor*, str., for Amoy—2 Europeans and 93 Chinese.  
 Per *Kang-chi*, str., for Hoihow, &c.—1 European and 100 Chinese.  
 Per *China*, str., for Swatow—4 Europeans and 400 Chinese.

Per *Lido*, str., for Swatow—20 Chinese.

## REPORTS.

The American bark *Chattanooga* reports left Newcastle on the 21st December, and had strong N.E. winds the first part; thence to arrival fresh wind.

The British steamer *Hailong* reports left Tamsui on the 18th instant, Taiwanfoo on the 20th, Amoy on the 21st, and Swatow on the 22nd. From Tamsui to Taiwanfoo strong N.E. breeze with high sea. From Taiwanfoo to Amoy strong N.E. breeze with high sea. From Amoy to Swatow fresh N.E. breeze. From Swatow to Hongkong moderate N.E. breeze and fine weather. In Amoy the steamer *Kwantung*. In Swatow the steamships *Chiefo*, *Fokien*, and *Yeh-sin*.

## SHANGHAI SHIPPING.

## ARRIVALS.

Feb. 2, Tamsui, British steamer, from Hongkong.  
 6, Lee-yuen, British steamer, from Hongkong.  
 6, Wulu, British steamer, from Hongkong.  
 6, Brutus, German str., from Kuchinotzu.  
 6, Hing-shing, Chinese str., from Chefoo.  
 7, Tyne, British steamer, from Nagasaki.  
 7, Kiang-piau, Chinese str., from Hongkong.  
 7, Kung-wo, British steamer, from Hongkong.  
 7, B. Diamond, Ger. bk., from Burrard's In.  
 7, Yangtze, British steamer, from Hongkong.  
 8, Yeh-sin, Chinese steamer, from Amoy.  
 8, Cathay, British steamer, from Bombay, &c.  
 9, Shanghai, British steamer, from Hongkong.  
 9, Hing-shing, Chinese steamer, from Hongkong.  
 9, Genki Maru, Japanese str., from Japan.  
 9, Yung-ning, Chinese str., from Wenchow.  
 10, Appin, British steamer, from Foochow.  
 10, Foochow, British steamer, from Swatow.  
 10, Hideoyoshi Maru, Jap. str., from Kuchinotzu.  
 11, Kiang-fo, Chinese steamer, from Hongkong.  
 11, Chilton, British steamer, from Nagasaki.  
 11, Taiwo, British steamer, from Hongkong.  
 11, Hae-san, Chinese steamer, from Foochow.  
 11, Chinkiang, British steamer, from Hongkong.  
 11, Tamsui, British steamer, from Ningpo.  
 12, Kiang-yung, Chinese steamer, from Hongkong.  
 12, Kiang-kun, Chinese str., from Hongkong.  
 12, Peking, British steamer, from Hongkong.  
 12, Pelham, British brig, from Nagasaki.  
 12, Ardiente, British str., from Nagasaki.  
 12, Kiang-yung, Chinese str., from Hongkong.  
 12, W. C. de Vries, British str., from Hongkong.  
 12, Fuh-wo, British steamer, from Hongkong.  
 12, Kiang-teen, Chinese str., from Ningpo.

## DEPARTURES.

6, Telemachus, British str., for Nagasaki.  
 6, Fuh-wo, British steamer, for Hongkong.  
 6, Chefoo, British steamer, for Chefoo.  
 6, Kiang-yung, Chinese steamer, for Hongkong.  
 6, W. C. de Vries, British str., for Hongkong.  
 6, Yoritomo Maru, Brit. str., for Kuchinotzu.  
 6, Ardiente, British steamer, for Nagasaki.  
 6, Peiho, French steamer, for Hongkong.  
 6, Nagoya Maru, Japanese str., for Nagasaki.  
 6, Escambia, British steamer, for Yokohama.  
 6, Swatow, British steamer, for Chefoo.  
 6, Tyne, British steamer, for Nagasaki.  
 6, Brutus, German steamer, for Kuchinotzu.  
 6, Traillands, British steamer, for Nagasaki.  
 6, Onaka, British steamer, for Nagasaki.  
 6, Wulu, British steamer, for Hongkong.  
 6, Toyoshima Maru, Jap. str., for Nagasaki.  
 6, Kung-wo, British steamer, for Hongkong.  
 6, Yangtze, British steamer, for Chinkiang.  
 6, Hing-shing, Chinese steamer, for Hongkong.  
 6, Peking, British steamer, for Chinkiang.  
 6, Hideoyoshi Maru, Jap. str., for Kuchinotzu.  
 6, Hedvig, British str., for Foochow.  
 6, Shanghai, British steamer, for Hongkong.  
 6, Kiang-fo, Chinese steamer, for Hongkong.  
 6, Taiwo, British steamer, for Hongkong.  
 6, Deucalion, British steamer, for London.

## VESSELS ARRIVED IN EUROPE FROM PORTS IN JAPAN AND MANILA.

(Per last Mail's Advice.)  
 Barcelona (s).....Manila.....Dec. 20  
 Patroclus (s).....China Ports.....Dec. 22  
 Fleurs Castle (s).....Hongkong.....Dec. 28

## VESSELS EXPECTED AT HONGKONG.

(Corrected to Date.)  
 Melbourne.....Cardiff.....Aug. 9  
 Mornington.....Penarth.....Aug. 17  
 Tebe.....Trieste.....Sept. 14  
 Endymion.....London.....Sept. 17  
 Importer.....Cardiff.....Sept. 27  
 Livingston.....Hamburg.....Nov. 3  
 Henry.....Cardiff.....Nov. 3  
 Christine.....Cardiff.....Nov. 4  
 Rock Terrace.....Newport.....Nov. 5  
 Christal.....Cardiff.....Nov. 5  
 Trait d'Union.....St. Malo.....Nov. 7  
 Hydra.....Elbe.....Nov. 10  
 Bramblecye.....Cardiff.....Nov. 10  
 Baikal.....Antwerp.....Nov. 12  
 Core.....London.....Dec. 14  
 Still Water.....New York.....Dec. 15  
 Paul.....Hamburg.....Dec. 16  
 Fooksang (s).....Cardiff.....Dec. 20  
 Chi-yuen (s).....Greenock.....Dec. 23  
 Truth (s).....Greenock.....Dec. 23  
 Fleming (s).....Hull.....Jan. 6  
 Glamis Castle (s).....London.....Jan. 9

## SHIPPING IN HONGKONG.

## STEAMERS.

Jan. 31, ASHTON, British steamer, 809, Allison, Bangkok 5th January, and Saigon 25th, General—Siemssen & Co.  
 Feb. 19, ASIA, Danish steamer, 889, Djorup, Saigon 14th Feb., Rice—Siemssen & Co.  
 Feb. 14, ATALANTA, German steamer, 799, E. G. Pfaff, Saigon 7th February, Rice—Siemssen & Co.  
 Feb. 15, BELLONA, German steamer, 789, L. Finckler, Bangkok 2nd February, Rice—Kung Onn.  
 Nov. 29, CEBU, American steamer, 373, Edgar, Captain.  
 Feb. 6, CITY OF TOKIO, American steamer, 5,079, J. Maury, San Francisco 7th January, and Yokohama 31st, Mails and General—P. M. S. S. Co.  
 Sept. 28, CONQUEST, British steamer, 316, Hamilton—Shun Hing Hong.  
 Jan. 31, DANUBI, British steamer, 561, Clanchy, Bangkok 22nd January, General—Yuen Fat Hong.  
 Feb. 20, CRAIGLANDS, British steamer, 709, J. R. Holman, Nagasaki 13th February, Coal—Jardine, Matheson & Co.  
 Feb. 22, CRUSADER, British steamer, 642, Rowin, Saigon 16th February, Rice—Tung Yuen & Co.  
 Feb. 18, DECIMA, German steamer, 1,151, Petersen, Saigon 14th Rice—Siemssen & Co.  
 Feb. 19, GEORGIN, British steamer, 1,159, W. J. Webb, Bombay 23rd January, and Singapore 11th Feb., General—P. & O. S. N. Co.  
 Feb. 18, EMERALDA, British steamer, 395, R. Talbot, Manila 15th February, General—Russell & Co.  
 Feb. 15, FREYA, German steamer, 52, Homberg, Yap 4th February, Ballast—Blackhead & Co.  
 Feb. 16, GLENIFFER, British steamer, 1,411, E. Norman, London 18th December, and Singapore 5th February, General—Jardine, Matheson & Co.  
 Feb. 19, HIMALAYA, British steamer, 514, W. R. Beale, Saigon 14th February, General—Siemssen & Co.  
 Oct. 29, HONGKONG, British steamer, 67, Kennerly—Kwok Achong & Sons.  
 Feb. 4, HONGKONG, British steamer, 98, J. B. Fryer, Plymouth 14th December, via Singapore, Coal and General—Siemssen & Co.  
 Jan. 29, HUNGARIA, Austro-Hungarian str., 1,460, G. Sturli, Trieste 1st December, Bombay, Colombo, Penang, and Singapore 21st Jan., General—Melchers & Co.  
 Feb. 19, HUNGARIA, British steamer, 984, W. M. D. Allison, Nagasaki 14th February, Coal—Geo. R. Stevens & Co.  
 Dec. 19, JOLOAN, Spanish steamer, 654, Marquer, R. Mourante.  
 Feb. 20, MALACCA, British steamer, 1,045, H. Weighill, Yokohama 11th February, Mails and General—P. & O. S. N. Co.  
 July 7, LI TAI, Annamite steamer, 1,000, Li Ton Tack—Captain.  
 Jan. 14, NAMOA, British steamer, 862, Westoby—D. Laprak & Co.  
 Feb. 19, LYBIA, British steamer, 783, J. Wagner, Saigon 15th February, Rice—Siemssen & Co.  
 Feb. 18, PICCOLA, German steamer, 847, Ost, Manila 14th February, General—Wiel & Co.  
 Feb. 17, PING-ON, British steamer, 575, A. A. McCaslin, Pakhoi 14th February, and Hoihow 15th, General—Russell & Co.  
 Nov. 24, SEA GULL, American steamer, 48, Hayden—China Traders' Insurance Co.  
 July 7, SUTUN TI, Annamite steamer, 93, Yuen Man F—Captain.  
 Feb. 18, VLADIVOSTOK, Russian steamer, 678, P. Voronoff, Bangkok 4th February, Rice—Melchers & Co.  
 Feb. 22, VOLMER, Danish steamer, 979, Hintelmann, Saigon 17th February, Rice—Siemssen & Co.  
 Feb. 22, YANGTZE, British steamer, 784, Canton 21st February, General—Siemssen & Co.  
 Feb. 16, YOTUNG, British str., 286, Kennett, Swatow 15th February, General—Kwok Achong & Sons.

## SAILING VESSELS.

Feb. 2, ADAM M. SIMPSON, American ship, 1,467, A. College, Yokohama 24th January, Ballast—Master.  
 Jan. 14, ANHOLD, German bark, 868, Mahr—A. Burckhardt.  
 Jan. 9, ALDEN BESSE, American bark, 842, Noyes—Kozario & Co.  
 Jan. 21, ANDROMEDA, German ship, 1,879, Schapper—Order.  
 Feb. 10, ANNA WICHORST, German 3-m. sch., 384, C. Brandt, Chefoo 10th Feb., General—Wiel & Co.  
 Feb. 1, BOLD, German bark, 564, J. E. Hacke, Hamburg 26th September, General—Siemssen & Co.  
 Feb. 1, BROS, American ship, 917, J. Williams, Cardiff 13th September, Coal—Messageries Maritimes.  
 Nov. 21, BLUE JACKET, Amer. ship, 1,396, Percival—Russell & Co.  
 Feb. 11, CASHMERE, American bark, 935, J. C. Callamore, Singapore 5th January, Timber—Tan Tye & Co.  
 Dec. 27, C. REDMAN, Amer. bark, 598, Elliott—Master.  
 Jan. 1, COLOMA, Amer. bark, 853, C. M. Noyes—Kozario & Co.  
 Jan. 12, DELPHIN, German schooner, 288, Lilienthal—Melchers & Co.  
 Jan. 26, EDWIN REED, American bark, 1,178, J. B. Gifford, Cardiff 21st August, Coal—Order.  
 Jan. 31, ELISE, German bark, 513, Bruhn, Whampoa 30th January—Order.  
 Feb. 19, ENDYMION, British bark, 759, T. Richardson, London 25th September, General—Anhhold, Karberg & Co.  
 Jan. 28, FRITZ, German ship, 420, F. F. Lanckow, Cardiff 9th August, Coals—Melchers & Co.  
 Jan. 16, H. W. DUDLEY, American bark, 1,128, W. Dudley—Order.  
 Jan. 29, IMPORTER, American ship, 1,260, Allyne, Cardiff 2nd October, Coal—Messageries Maritimes.  
 Feb. 11, LUCIA, British bark, 640, Crawley, Liverpool 21st October, Coal—Adamsen, Bell & Co.  
 Feb. 7, MARKARETH, German ship, 1,282, C. Poppel, Cardiff 4th September, Coal—Order.  
 Jan. 9, MARIE, German ship, 1,218, Schildt—Order.  
 Jan. 26, MARY WHITRIDGE, American ship, 850, Geo. Freeman, New York 17th August, Petroleum—Order.  
 Nov. 25, NICOLAS THAYER, Amer. bark, 585, Craley—Russell & Co.  
 Feb. 2, NELLIE M. SLADE, American barkentine, 561, D. Gould, Newcastle 7th December, Coal—Melchers & Co.  
 Feb. 7, NORSEMAN, Chinese ship, 711, Murray, Bangkok 30th October, General—Chinese.  
 Jan. 14, ONEIDA, American ship, 1,120, Carver—Adamsen, Bell & Co.  
 Feb. 20, ORIENT, German bark, 461, W. C. Rodger, Quinhon 6th February, salt—Ed. Schellhaus & Co.  
 Dec. 8, PANAY, American ship, 1,190—Adamsen, Bell & Co.  
 Jan. 14, PEARL, American bark, 576, R. Howes—Adamsen, Bell & Co.  
 Jan. 4, RAVEN, German ship, 343, Veal—Ed. Schellhaus & Co.

## HONGKONG—SAILING VESSELS.

## (Continued).

Dec. 2, RINGLEDEN, Amer. ship, 1,183, Bray, Order.  
 Feb. 2, R. T. CLAYTON, American bark, 240, Thomas Davies, Laguinanc 23rd Dec., and Santa Cruz 24th January, Lumber—Cosmo-politan Dock Co.  
 Feb. 19, SEA RIFLE, British schooner, 187, W. Sly, Freemantle 7th January, sandalwood—Siemssen & Co.  
 Feb. 16, SOPHIE, German brig, 230, H. Hinge, Quinhon 25th January, salt—Wiel & Co.  
 Nov. 14, SPARTAN, American schooner, 81, Vincent—W. H. Ray.  
 Nov. 2, SUBMIT OF THE AGE, British bark, 347, Williams—Vogel & Co.  
 Jan. 26, SUMATRA, American ship, 1,072, C. Lock, Port Townsend 1st December, Timber—Hongkong and Whampoa Dock Co. Chinese.  
 Oct. 8, SVEN, American ship, 875, Brown—Russell & Co.  
 Jan. 25, TEUMENSH, American ship, 1,309, E. Lincoln, Cardiff 27th July, Coal—Borneo Co., Limited.  
 Feb. 6, THREE BROTHERS, British bark, 366, T. Chichester, Swatow 5th February, Ballast—Chinese.  
 Jan. 31, VALPARAISO, German bark, 486, F. Meyer, Hamburg 17th July, General—Melchers & Co.  
 Wakefield, American bark, 887, Crowell—Captain.  
 Feb. 18, W. H. DESSE, British bark, 1,027, B. C. Baker, Melbourne 7th January, Ballast—Russell & Co.  
 Jan. 9, W. J. ROBERT, American ship, 1,703, Bray—Russell & Co.

## CANTON.

Feb. 22, PEKING, British steamer, 954, Drewes, Chinkiang 18th February, Rice—Siemssen & Co.

## RIVER STEAMERS.

Ichang, British steamer, 700, Ogston—Butterfield & Swire.  
 Kiu-kiang, British steamer, 617, T. Benning—Hongkong, Canton, & Macao Steam-boat Co.  
 Kiang-ping, Chinese steamer, 360, Holmes—C. M. S. N. Co.  
 Kiang-choo, British steamer, 159, Goggin—Kwok Achong & Sons.  
 Fowan, British steamer, 1,890, A. Benning—Hongkong, Canton, & Macao Steam-boat Co.  
 Spark, British steamer, 774, (enkins)—Nils Moller, Hongkong, Canton, & Macao Steam-boat Co.  
 White Cloud, British steamer, 280, Cary—Hongkong, Canton, & Macao Steam-boat Co.  
 Yot-sai, British steamer, 180, McDougall—Kwok Achong & Sons.

## AMOI.

In Port on 14th February, 1882.

Assens, Danish bark, 255 (Vandel)—H. A. Petersen & Co.  
 Blankenese, German schooner, 258 (Spiesen)—Pasdag & Co.  
 Chloris, German bark, 334 (Matzen)—H. A. Petersen & Co.  
 Helena, German bark, 263 (Thomson)—H. A. Petersen & Co.  
 Hieronymus, German bark, 231—H. A. Petersen & Co.  
 Presto, British bark, 384 (Laidman)—Boyd & Co.  
 Queen of India, British bark, 389 (J. Manley)—Order.  
 Velox, Dutch bark, 240 (Wilkins)—H. A. Petersen & Co.

## FOOCHOW.

In Port on 12th February, 1882.

Amoy, German schooner, 314 (Schado)—Chinese.  
 Chiefo, British bark, 780 (Mahr)—Chinese.  
 Hilda, British bark, 350, Kruse, Chefoo 19th January—Chinese.  
 Oscar Vidal, British bark, 295 (Richter)—Chinese.  
 Willie, British schooner, 274 (Badnoch)—Chinese.

## SHANGHAI.

In Port on 15th February, 1882.

Argos, British brig, 289 (Johnson)—Nils Moller.  
 Batavia, British bark, 774 (enkins)—Nils Moller.  
 Black Diamond, German bark, 583 (Boyd)—F. A. Burckhardt.  
 Brenda, British bark, 291 (Swansen)—MacKenzie & Co.  
 Charley, British bark, 359 (Ray)—Nils Moller.  
 Ching-tai, British bark, 456 (Schultz)—J. W. Muller & Co.  
 Eden, British bark, 312 (Nairn)—Forrester, Lavers & Co.  
 F. V. Litchfield, American bark, 1,082 (Spalding)—Russell & Co.  
 Hedvig, British bark, 375 (Hendro)—Nils Moller.  
 J. Nicholson, British ship, 685 (Campbell)—Melchers & Co.  
 John Trevel, British bark, 1,147 (Ryan)—C. & J. Trading Co.  
 Lec-yih, British bark, 219 (Hankinson)—Morris & Co.  
 M. Nattenbom, American ship, 1,168 (Nairn)—C. & J. Trading Co.  
 Perle, German bark, 405 (Klyhn)—Carlowitz & Co.  
 W. Siegfried, British bark, 393 (Hansen)—Nils Moller.

## NAGASAKI.

In Port on 9th February, 1882.

Artemisia, British bark, 332 (McFarlane)—Holme Ringer & Co.  
 Sumanoura Maru, Japanese bark, 925 (Spiegelthal)—M. B. M. Co.  
 Peiho, German bark, 433 (Laincken)—Captain.  
 Pelham, British brig, 254 (Downie)—Chinese.

## YOKOHAMA.

In Port on 8th February, 1882.

Ada Melmore, British brig, 569 (Scwell)—A. Reimers & Co.  
 Adele, Russian schooner, 42 (Gouldes)—F. Retz.  
 A. Cashman, American schooner, 51 (Tibbey)—Captain.  
 Diana, American schooner, 64 (Peterson)—Captain.  
 Helena, American schooner, 60 (Ewalt)—Captain.  
 Jane spott, British bark, 669 (Hughes)—A. Reimers & Co.  
 Kiya, Russian schooner, 113 (Johnstone)—Captain.  
 May, British schooner, 236 (Charles Grant)—F. M. Co.  
 M. C. Bohm, German schooner, 80 (Baade)—Captain.  
 North Star, Russian schooner, 38 (Ridderbelle)—Captain.  
 Ohude, American schooner, 72 (Wilson)—Captain.  
 Otome, American schooner, 52 (Snow)—Captain.  
 Otsego, American schooner, 36 (Pearce)—Captain.  
 Otter, American schooner, 70 (Littlejohn)—Captain.  
 Peiho, Russian bark, 433 (Lamekens)—P. Bohm.  
 Pioneer, American schooner, 54 (Wilson)—W. Copland.  
 Wandering Jew, American ship, 1737 (Talpey)—P. M. Co.

## Markets.

## REPORTED BY CHINESE FIRMS AND CORRECTED TO DATE.

American Drills, 30 yards, per piece ..... \$